

LATE SOUTHERN NEWS.
Continued from First Page.

should be a powerful document, especially in the treatment of foreign relations or non-relations. A strong opposition is expected to be met with in the Senate upon the subject of the war as to points in France, the removal of Col. Myers as Quartermaster-General and other matters.

Mr. Smith is here, and is not known whether he is to go to the front, or to return to the city. Mr. Loring, the correspondent of *The London Times*, is also here, having recently returned from Chattanooga. He expects to go back home during the winter.

The Exchange of Prisoners.
The following is a letter addressed by the Secretary of the War Department to a gentleman in Boston, in reply to some inquiries for information as to the cases of the exchange of prisoners of war.

WASHINGTON, CITY, Nov. 20, 1863.

Dear Sir: Your letter of the 17th inst. has been received, and I am glad to hear that you are so interested in the subject. It is the policy of the Government to exchange prisoners of war, and to secure the release of our soldiers who have been captured by the enemy. The exchange of prisoners is a subject which has been discussed for many years, and it is now being discussed in a more serious manner than ever before.

The correspondence published in the Richmond papers does not, it is thought, present the entire truth in regard to the exchange of prisoners of war. It is a subject which has been discussed for many years, and it is now being discussed in a more serious manner than ever before.

There are several serious difficulties in the way of continuing the exchange of prisoners of war. One of the most serious is the fact that the Government is not able to pay the ransom for the release of our soldiers. Another is the fact that the Government is not able to secure the release of our soldiers who have been captured by the enemy.

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spirit of our people and soldiers, and even cheer and animate our captives, and in their dreary prisons, the Union prisoners fall easily before disease, which might, under other circumstances, prove harmless. Death is fast relieving our resources from the burden of their support.

Mr. Whittier believes that feeding the Federal prisoners contributes to the exhaustion of our supplies, which does not urge upon his Government to send back our captured soldiers. As the United States are not to be a nation of slaves, he says, *every thousand*, he would come two months to be fed where only one is now sent to the front. But starvation will prove a slow means of relieving the Union prisoners. We have no present purpose of exchanging prisoners. We may be reduced to half rations and then to quarter rations, but the Yankee prisoners will be reduced also. It is not "bad faith," nor "refusal to exchange prisoners," but the desire of the enemy to keep as many of these soldiers, whose blows they have so often felt, from the ranks of our armies. They prefer to have them in the hands of the enemy, and to prevent us from feeding twenty thousand of our men in the ranks. At present they have, as they had once before during this war, great excess of prisoners, but the war is not over, nor near its end.

NEW ROUTE TO THE CAPITAL.

Formal Opening of the New Railroad—Line Between This City and Washington—Trip Made in 10 Hours—Running Time 8-12 Hours—No Change of Cars—Entertainment at the Capital by the Officers of the Roads.

From Our Own Reporter.

During the last session of Congress a number of prominent men residing in New York and Washington and other intervening cities memorialized that they be granted the right of way of establishing an "air line" between the first two places mentioned, with a view of remedying the inconvenience that has been patiently borne for years past by persons whose business connects them either, as well as by our representatives living at the North, who have sometimes been daily delayed in reaching the capital, thereby embarrassing them in the discharge of their official duties. The bill, after lying over awhile, was called up in the House, when some discussion ensued thereon. A motion finally prevailed to refer it to a Committee, in whose hands it still remains, none of the members of that Committee having ever been heard from since upon the subject.

The gentlemen applying for the grant, and whose names appeared as the granters, claimed that a route could be established between New York and the Capital, which, when fully completed, would materially lessen the distance between the two points. They also showed that such a line would be of great benefit to the traveling public, besides affording increased facilities to the Government in the transportation of troops, and freight from this city and the New-England States to the seat of war. The question was extensively mooted, and so fully and fairly were the motives and purposes of the originators of the bill set forth that the project received favorable consideration from the Executive and War Departments.

The directors of the several roads between New York and Washington, foreseeing the injury that would result to them should the proprietors of the new road obtain a charter at the next session of Congress, made propositions to the Government to the effect that they would devise a plan whereby better accommodation would be afforded the traveling public.

The propositions were accepted by the Government, and accordingly the Baltimore and Ohio Railroad, the Philadelphia and Camden and Amboy, and the New-Jersey Central commenced in the Spring of the present year to lay double tracks on their respective roads. Several meetings have since been held by the various companies composing the new line, and at recent sessions it was finally determined that they should act as one body.

On Wednesday and Thursday of last week the formal opening of the new line was inaugurated by the managers of the several companies. On the day first mentioned, Mr. William Prescott Smith, Master of Transportation of the Baltimore and Ohio Road, left the City of Baltimore with several invited guests, among whom were a number of the Press, and came to this city, receiving on the route either four or five gentlemen connected with the Philadelphia journals, and some prominent railroad men. Arriving Wednesday evening in New York, the party put up at the St. Nicholas Hotel, where Mr. Smith was waited upon in the evening by Horace Greeley, Sidney H. Gay and other gentlemen well acquainted with him and his associates upon the completion of a work so long desired by the public.

At six o'clock a. m. Thursday the party assembled at the Jersey City depot, where they were joined by several gentlemen attached to the press of the city, three or four Members of Congress, and other prominent persons. A special train of three new cars, one of which was fitted up as a refreshment car, was in readiness. The trip to New-Brunswick, and thence to Kensington, was accomplished in the usual time. From Kensington the train passed over portions of the Chester and Pennsylvania Central, and the Reading Road, around the City of Philadelphia, to the depot of the Philadelphia and Baltimore Railroad Company, thus obviating the necessity of changing cars, and thereby saving travel the hitherto vexatious and painful ride in small cars across the City of Brotherly Love.

The distance from New-Brunswick by the Camden and Amboy Road, as now straightened, to the Delaware River, is 27 miles; thence to Frankford (three miles above the present terminus at Kensington) is 23 miles; thence by the new route now in course of construction to West Philadelphia, where it connects with the Baltimore line. This new branch is eight miles in length, about one-quarter of which is already completed. The Chester and Reading Roads are only temporarily used until the Company can complete their own track. The New Jersey Transportation Company have for some time past been refitting their road, by laying new sleepers and rails. They have also just completed six splendidly appointed passenger-cars, the seats of which are wide and easy. They are to be lighted with gas, and equipped with improved and greasy smoke flues. Five additional first-class locomotives have recently been constructed, at a cost of \$15,000 each. Their average speed is estimated at 40 miles an hour. They are arranged for the consumption of coal, to which hereafter passengers who desire can sit by open windows without being sprinkled with cinders or charred. It is the design of this Company to straighten their road from Market street station to East Newark in a few months, and to erect a bridge over the Passaic River 400 feet in length and 50 feet in width. It will be constructed of iron, with two "draws" 65 feet wide, so as to admit the passage of the largest vessels that ply between New York and Newark.

While crossing the Schuylkill on the railroad bridge, the company were afforded an opportunity of witnessing the progress of the work on the bridge, which is being erected across the river, and which, with the additional track, will cost one million of dollars. One of the piers already finished, and the cradles are being planted to hold the stone for the others.

We omitted saying in the proper place that the line between New-Brunswick and Trenton is being graded for a double track, as is also the road between Trenton and Philadelphia. On the former the work of laying the rails has been begun, and will be commenced on the other as soon as the necessary material can be obtained.

The Baltimore and Ohio Railroad Company, whose aggregate losses by Rebel raiders during the past two years have been placed at least five hundred men in affluence, are pushing forward their share of the work with the usual indomitable perseverance and energy, which is their characteristic, but it will be some time before they can fully complete a double track between Baltimore and Washington. We learn that the number of cars recently built for the new line is thirty-six being owned by the New Jersey Transportation Company, six by the Camden and Amboy Railroad Company, by the Philadelphia and Baltimore Railroad Company, and the balance by the Baltimore and Ohio Railroad Company.

One of the most important improvements on this line are the refreshment cars, the appointments of which are of no mean order. The forward half of the car is pro-

vided with comfortable seats, and is designed for "smokers"—the remainder, forming an apartment in which, contains a high counter on the outer edge of which is a brass rail to prevent the plates from slipping over. On the inner side an iron table for dishes, so that meats and vegetables can be kept hot. The table is furnished with all the delicacies of the season, also substantial. No liquor is allowed to be sold on board. Two or three waiters are in attendance to furnish passengers with breakfast, dinner, or supper, as they desire. It is designed to save time by the car, as eating houses along the line have been abolished, so that the ten or fifteen minutes for refreshments usually given will be saved, while passengers desiring to eat can command whatever time they desire.

Shortly before 6 o'clock p. m. the train reached Washington, where the party entered coaches that were in waiting, and were driven to Willard's Hotel. After a brief rest the company sat down to an excellent dinner. Wm. Prescott Smith presided. There were about twenty guests present, among whom we noticed A. O. Zabriskie, M. A. Howell, A. J. Dennis, J. R. Jackson, Jr., and T. W. Jackson, T. H. Teese, L. Zabriskie, Hon. N. Perry, Hon. M. Bigelow, Col. McCullum, Albert Markley, and other prominent and influential railroad men. After discussing the edibles, brief speeches were made by Major Wallace, Mr. Smith, Col. McCullum, United States Superintendent of Railroads, Mr. Zabriskie, Mr. Smith, and others.

Mr. Smith spoke at length upon the inauguration of the route between the two great Cities of Washington and New York. At a late part of the evening, the health of President Garret, of the same road was proposed, when Mr. Smith in response to the toast Mr. Garret being absent again took the stand. One of the grandest compliments we have ever heard accorded to any man was paid by Mr. Smith to Mr. Garret. He was in fact the brain and body of the Baltimore and Ohio Railroad, and whatever success had attended this road was due to the herculean and almost superhuman efforts of Mr. G. He owed nothing to Mr. Garret, and was liable to cease his connection with him to-morrow, so far as the indebtedness of Mr. Garret was concerned. Mr. Garret was a man against whom there existed strong prejudices, yet he would take the liberty of saying that, so far as patriotism entered into the matter, there was not a stronger whole-souled Union man than this same President Garret. Mr. Smith then entered into detail of the management of the railroad—his remarks throughout being listened to with deep attention.

The Press was responded to by Col. Fitzgerald, Ben. Perley Poore, and Mr. Holmes.

On Friday morning the company again assembled at the depot, and were returned to their respective homes, each and every one highly delighted with the trip, and fully satisfied of the success of the undertaking of these four great roads—the New Jersey Transportation Company, Camden and Amboy, Philadelphia and Baltimore and Baltimore and Ohio.

The management of the excursion was under the charge of Messrs. Wm. Prescott Smith and Walker, to whom the guests are indebted for innumerable attentions during the trip.

The calculation of the Company is to make the trip through from city to city in eight hours and thirty minutes when the route is fully completed.

Third Decade Anniversary of the American Anti-Slavery Society.

From Our Own Reporter.

PHILADELPHIA, Dec. 4, 1863.

The second and last day of the meeting is now in progress. My letter of yesterday touched upon the persons present, and the occurrences of the morning, but alluded with brevity only to the proceedings of the afternoon. Mr. J. Miller McKim, Secretary of the Society, in his address, ascribed its formation much to a religious sentiment existing in this State in 1831, when certain individuals were impressed with the belief that they could more thoroughly realize a true life by laboring to benefit others, than by selfishly praying for themselves. Hence an awakened interest in the slave stimulated by the previous formation of the Massachusetts Anti-Slavery Society, in Boston, and the fact that the first series of meetings in this city took place at Adelphi Hall, and were small. They were not secret, yet not advertised. The sixty-three signers of the Declaration of Sentiments, only, were there. The first series of meetings in this city took place at Adelphi Hall, and were small. They were not secret, yet not advertised. The sixty-three signers of the Declaration of Sentiments, only, were there.

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Mr. Aaron M. Powell then discussed the political aspect of the times, followed by Mrs. Lucretia Mott who sketched the progress of the Society through the various States, and the progress of the Society through the various States, and the progress of the Society through the various States.

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